ARDENT
CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

SOUTH TOTTENHAM PROPCO LTD

LAWRENCE ROAD, SOUTH TOTTENHAM

CONSTRUCTION LOGISTICS PLAN

REPORT REF. 2602780_A-ACE-00-XX-RP-C-0102B

JUNE 2026

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	DRAFT	SR	BS	DRAFT ONLY	27.05.2026
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1. INTRODUCTION

Development Name	**30-48 Lawrence Road**
Landowner	South Tottenham Propco Ltd
Site address	30-48 Lawrence Road, South Tottenham
Site postcode	N15 4EG
Existing Site Use	Industrial Dry Cleaners
Summary of Works	Construction of self-storage facility and 'FabLab' workshops

Construction Logistics Manager	**Morda Construction Limited**
Phone number	07729 772635
Email	info@mordaconstruction.co.uk
Logistics provider contact name	**Mr. David Churchward**
Phone number	07729 772635
Email	dave@mordaconstruction.co.uk

CLP produced by	**Stephanie Reed**
Signature	
Date	15/05/2026
CLP Accreditation Date	February 2025 (Practitioner)
CLP reviewed by	Bill Springett
Signature	
Date	17/09/2025
CLP Accreditation Date	March 2023 (Advanced Practitioner)

1.1. Ardent Consulting Engineers (ACE) has been instructed to prepare a Construction Logistics Plan (CLP) in relation to the development at 30-48 Lawrence Road, South Tottenham in the London Borough of Haringey (LBH). LBH are the planning and highways authority.

1.2. Full permission was granted for the following (application ref: (HGY/2025/3108):

"Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development."

1.3. This CLP has been produced to discharge Condition 11 of the decision notice. Condition 11 states:

"c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

i. Monitoring and joint working arrangements, where appropriate;
ii. Site access and car parking arrangements;
iii. Delivery booking systems;
iv. Agreed routes to/from the Plot;
v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching"

CLP Objectives

1.4. The overall objectives of this CLP are to:

- Lower emissions – through efficient delivery practices minimise emissions by construction vehicles serving the site that may otherwise impact on local residents along the vehicle access route;
- Enhance safety – including both vehicle and road user safety along vehicle routes and at the site access point, as well as pedestrian/cycle movements locally;
- Manage construction – ensure efficient delivery and promote awareness of local constraints/sensitive receptors; and

- Reduce congestion – manage overall trips and minimise peak hour impact on Lawrence Road.

1.5. To support the overall objectives, the CLP has several elements that could be considered as sub-objectives that will be implemented/adopted by Morda to help minimise impact on local residents and other sensitive receptors as described in **Section 2.0**:

- Encourage the use of greener vehicles;
- Encourage the most efficient use of construction vehicles;
- Encouraging use of sustainable modes of travel by construction staff;
- Promote use of safer vehicles and adoption on safe working practices;
- Identify construction requirements and plan for their delivery in an efficient manner;
- Communicate construction strategy, including delivery areas and protocols, to contractors/suppliers; and
- Promote smarter operation to reduce the need for travel.

Site Context

1.6. The site is located in a mixed-use area, with residential and commercial uses in the immediate vicinity.

Plate 1.1 – Site Location Plan

1.7. The site is currently occupied by a two storey unrestricted use class E building with full height roller shutters fronting on to a substantial vehicular servicing / parking area and is currently used as an industrial dry cleaner.

Development Scheme

1.8. The development comprises:

"Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development."

1.9. This CLP has been prepared to reflect the detailed information that is now available given the applicant has assurances that the development has planning approval and so planning has started on the construction of the approved scheme.

1.10. The principal contractors contact details are:

Morda Construction Ltd

28 Lawrence Road, Tottenham, N15 4ER

1.11. General site working hours including hours of construction will be permitted as follows:

- Monday – Friday - 08:00 to 18:00 hours

  (No noisy works to be undertaken before 09:00)

- Saturday - 08:00 to 13:00 hours
- Sundays and Bank Holidays - No working to take place

1.12. **Section 7.0** of this report confirms that there will be ongoing monitoring of the CLP to ensure impact on local neighbours and networks is minimised, which are objectives of the CLP (see above).

CLP Structure

1.13. Following this introduction, this report is structured as follows: -

- **Section 2.0** provides a description of the site conditions in relation to location and surrounding properties;
- **Section 3.0** considers the anticipated construction program;
- **Section 4.0** outlines anticipated vehicle routing and access arrangements;
- **Section 5.0** considers potential measures and strategies to reduce the impact of demolition/construction associated with the build;
- **Section 6.0** considers likely number and type of vehicles that will serve the site; and
- **Section 7.0** considers how the CLP will be implemented, monitored and further iterations prepared to cover the full build of the site.

2. CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

2.1. This section of the CLP considers policies and guidance that have helped inform the preparation of CLPs.

National Policy

2.2. The *National Planning Policy Framework (2024)* promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable development of goods and supplies. The *NPPF* sets out the long-term strategy for sustainable development.

2.3. *The Traffic Management Act* (2004) makes provision in relation to the management of road works; to make new provision for regulating the carrying out of work and other activities in the street. It acknowledges that highways may be occupied due to construction activities.

Regional Policy

2.4. Published in 2006, TfL's *Designing for Deliveries* provides specifications and design inputs that can be used to help ensure delivery vehicles can safely and efficiently serve a site, and is a useful resource in considering construction site access.

2.5. *The Mayors Transport Strategy* (2018) emphasises the importance of the CLP in encouraging improved efficiency in activity and providing a framework for regulation. The document especially highlights the importance of the London Freight Plan, Delivery Servicing Plans (DSPs), CLPs and Fleet Operator Recognition Scheme (FORS) to encourage improved efficiency and provide a framework for incentivisation and regulation.

2.6. *The Mayors Transport Strategy* promotes the *Healthy Streets Approach* which seeks to make health and personal experience the priority as plans are made for London, including promoting the *Vision Zero* action plan that seeks to eliminate all deaths and serious injuries on London's transport system.

2.7. *The London Freight Plan* (2007) identifies FORS, DSPs and CLPs as key tools for delivering freight more sustainably in London, including to help achieve a vision for the safe, reliable and efficient movement of freight and servicing trips to, from and within London, that will support the economy in balance with the needs of other transport users as well as environmental consideration.

2.8. Policy T2 of the *London Plan* (2021) relates to *Healthy Streets* and outlines that development plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Healthy Streets for London will improve health and reduce health inequalities, and help Londoners use cars less, but also supports considerations to require better management of freight so that the impact of supporting construction on London's streets is lessened.

2.9. This is inherently linked to *Vision Zero* that is seeking to eradicate deaths and serious injuries from London's roads and make London a safer, healthier and greener place.

2.10. Policy T7 of the *London Plan* (2021) relates to construction and freight activity, including the requirement for CLPs to be prepared following TfL guidance in a way which reflects the scale and complexities of developments.

2.11. FORS is a is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally-friendly and its importance is recognised within the *Mayor's Transport Strategy* as well as the *London Plan*.

2.12. The document *Construction Logistics Planning Guidance* has been prepared by TfL to provide a consistent framework for the preparation of CLPs within London. The guidance has been adapted since first release by CLOCS for UK-wide implementation, with contribution and support in the preparation of the guidance provided by a range of companies, institutions and bodies, including High Speed 2 (HS2) Ltd, London Councils, FORS and WestTrans.

2.13. The latest version of the guidance was released in March 2020 and included the UK-wide adaptations and has been utilised in preparing this CLP.

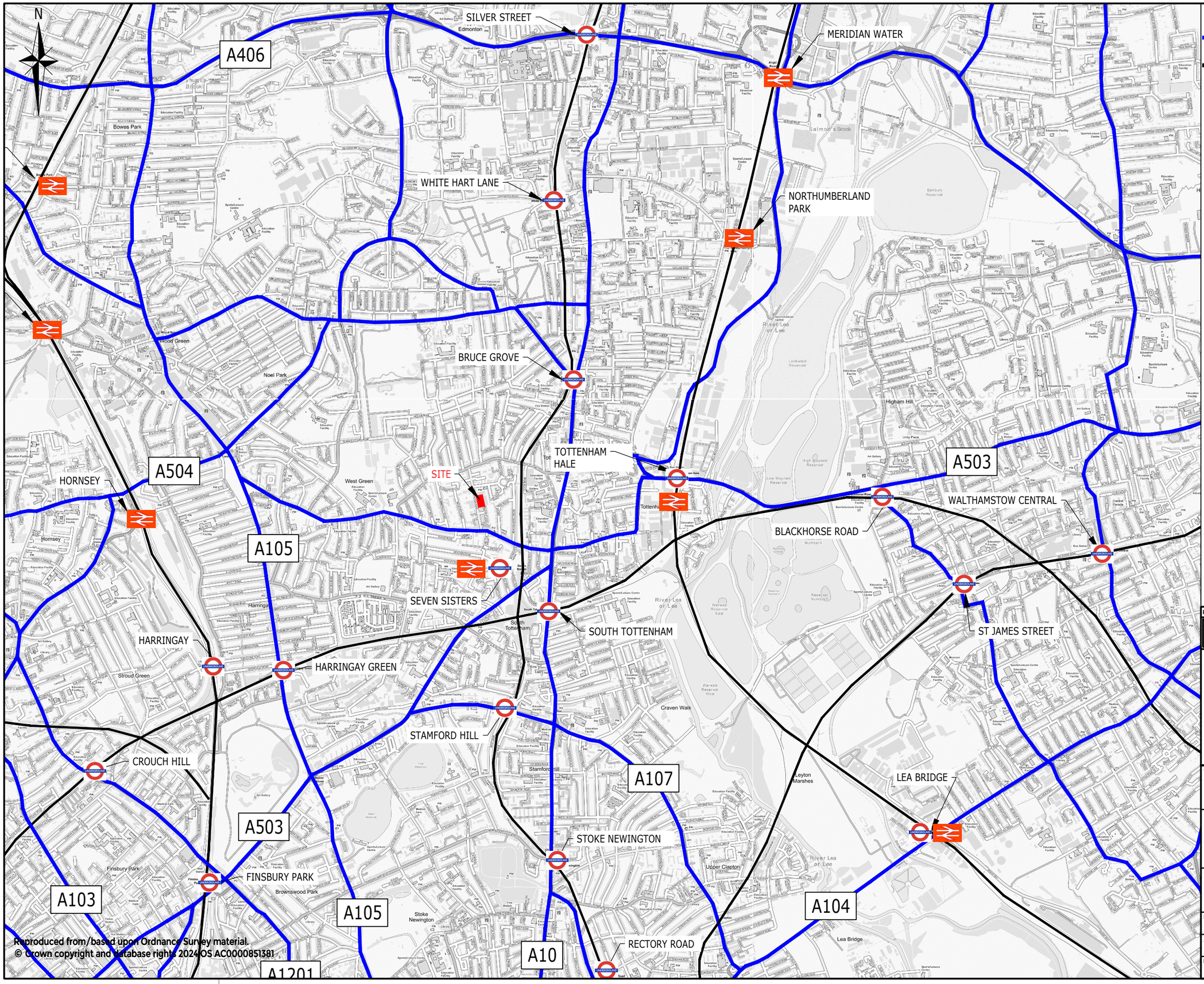
Local Policy

2.14. The Haringey Local Plan does not present requirements regarding construction of development.

Context Maps

2.15. The surrounding area has been considered in the context of this CLP, with drawings prepared to show the Regional Context, Local Context and Site Boundary Context below.

Regional Plan



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KEY

- STRATEGIC HIGHWAY NETWORK
- RAIL LINES
- UNDERGROUND / OVERGROUND
- NATIONAL RAILWAY STATION

DRAFT

Rev	Description	Drn	Chk	App	Date

Purpose: DRAFT

Status: NOT YET APPROVED

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Client: SOUTH TOTTENHAM PROPCO LTD

Project Title: LAWRENCE ROAD

Drawing Title: REGIONAL CONTEXT PLAN

Drawn by	Checked by	Approved by	Revision
SR	BS	KM	-

A3 Scale	Date
1: 25,000	11.06.26

Drawing Number: 2602780_A-ACE-XX-00-DR-C-0501

Local Context Plan

DOWNHILLS PARK

THE PALM PUBLIC HOUSE

LAWRENCE HOUSE SURGERY

TOTTENHAM GREEN LEISURE CENTRE

HARRIS PRIMARY SCHOOL PHILIP LANE

SITE

PETITE STARS DAY NURSERY

TOTTENHAM TOWN HALL

WITH MILK COFFEE SHOP

CAPITAL CITY COLLEGE TOTTENHAM

WEST GREEN ROAD

SOUTH GROVE PRIMARY SCHOOL

SEVEN SISTERS UNDERGROUND STATION

Tottenham

Art Gallery

Education Facility

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KEY

- STRATEGIC HIGHWAY NETWORK
- RAIL LINES
- UNDERGROUND / OVERGROUND
- NATIONAL RAILWAY STATION
- LEISURE/ GREEN SPACE

DRAFT

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Purpose: DRAFT

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Client: SOUTH TOTTENHAM PROPCO LTD

Project Title: LAWRENCE ROAD

Drawing Title: LOCAL CONTEXT PLAN

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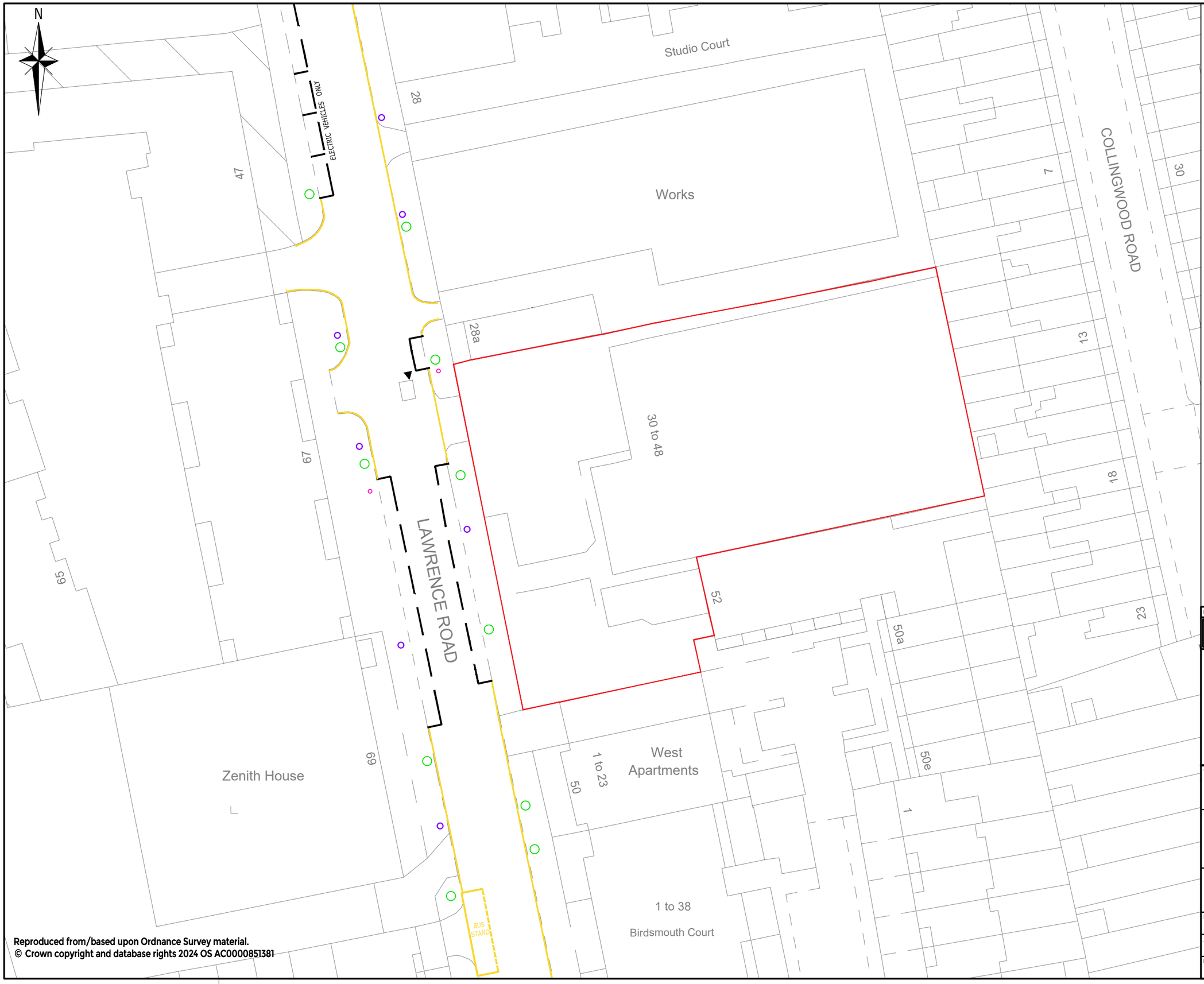
A3 Scale	Date
1: 3,000	11.06.26

Drawing Number: 2602780_A-ACE-XX-00-DR-C-0502

Site Boundary Plan



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KEY

- STREET SIGNAGE
- STREET LIGHTING
- TREES
- SITE BOUNDARY

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Client: SOUTH TOTTENHAM PROPCO LTD

Project Title: LAWRENCE ROAD

Drawing Title: SITE BOUNDARY PLAN

Drawn by	Checked by	Approved by	Revision
SR	BS	KM	-

A3 Scale	Date
1: 1,000	11.06.26

Drawing Number: 2602780_A-ACE-XX-00-DR-C-0505

Local Access Including Highway, Public Transport, Cycling and Walking

Highways, Carriageways and Footways

Existing Access Arrangements

2.16. The site currently has access and egress onto Lawrence Road via a dropped kerb arrangement which provides access to a parking / servicing yard as shown on **Plate 2.1**.

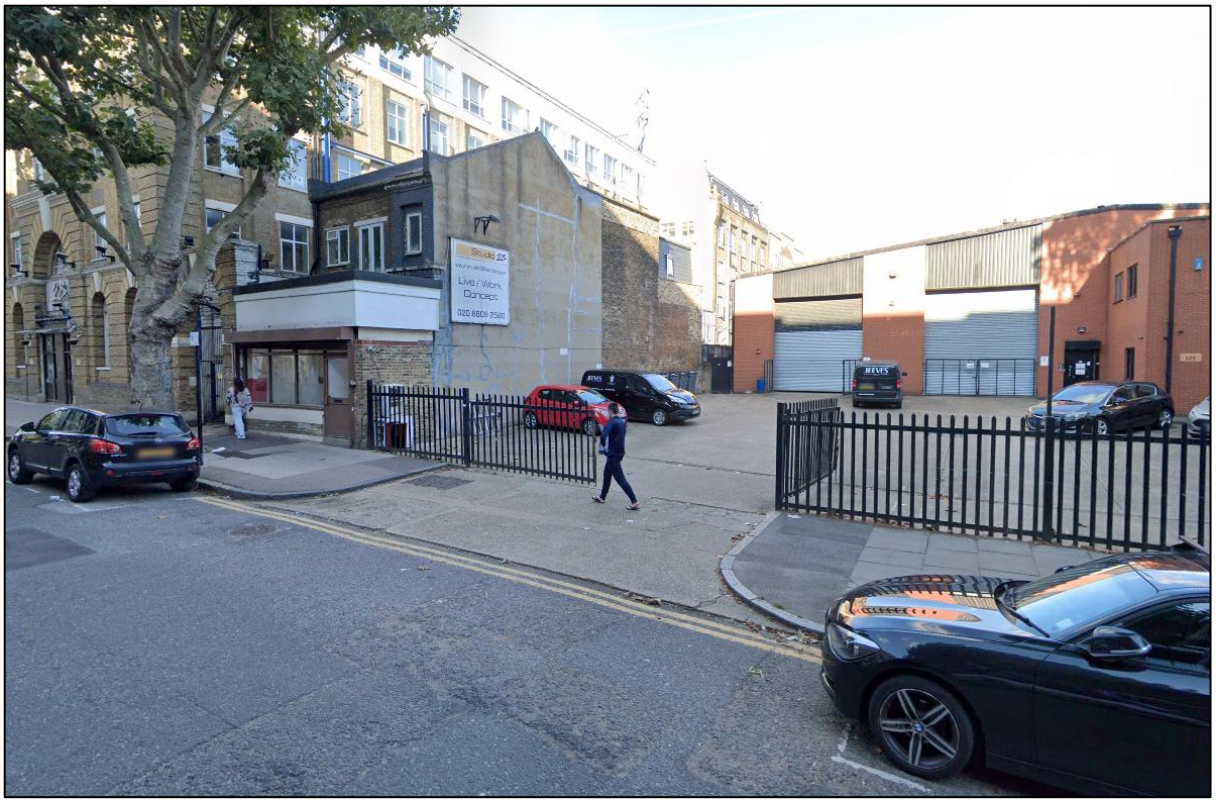


Plate 2.1 – Site Access (Source: Google Street View)

2.17. Lawrence Road is a single carriageway road with a combination of double yellow parking restrictions and on street permit parking bays on both sides. The road is subject to a 20mph speed limit.

2.18. Lawrence Road connects with Philip Lane to the north and West Green Road to the south, both of which provide access to the A10. The A10 in turn provides access to the A406 and the M25.

Pedestrian Infrastructure

2.19. Wide pavements are located on either side of Lawrence Road in the vicinity of the site. A zebra crossing is located approximately 100m north of the site on Lawrence Road. The surrounding highway network has good pedestrian infrastructure, with

the majority of minor arm crossings benefiting from at least dropped kerbs and tactile paving.

Cycle Infrastructure

2.20. Cycling infrastructure in the area includes Cycleway 1, which passes along Philip Street to the north and connects Waltham Cross with the City of London.

Bus

2.21. The nearest bus stops are located on West Green Road and Philip Road, all within 300 metres of the site. These stops are served by high-frequency routes, including the 41, 230 and 341.

2.22. These services connect the site to key destinations across Waltham Forest, Haringey, Islington and the City of London, and operate at high frequencies throughout the day.

Rail

2.23. Seven Sisters Overground and Underground stations are located within a 12 minute walking distance. Seven Sisters Overground is located on the Weaver Line and provides connections between Liverpool Street Station and Cheshunt / Enfield Town. Seven Sisters Underground provides connections to Walthamstow and Brixton via Central London.

Considerations and Challenges

2.24. Construction Logistics must be planned and executed with sensitivity to the specific local constraints within the area. Key local sensitivities include: -

Petite Starz Day Nursery

2.25. Petite Starz Day Nursery is located directly opposite the site. As such, construction operations must be closely managed to protect pupil safety, particularly during school start and end times. Delivery schedules will be scheduled to avoid peak school periods (e.g. drop off and pick up), and banksmen will be deployed at access points during any movements. Noise generating activities will be controlled to minimise disruption during teaching hours. Additionally hoarding will be designed to restrict visual intrusion and airborne debris.

Philip Lane Retail area

2.26. The local shops on Philip Lane, 200m north of the site are located in relatively close proximity to the site. There are a number of waiting restrictions, bus stops, on street parking areas, and a zebra crossing which restrict waiting and unloading. A range of public amenities are located nearby the site.

Proximity to Local Primary Schools

2.27. There are no schools in close proximity to the site however Harris Primary Academy is located off Philip Lane, approximately 700m to the west of the site. Vehicular traffic will be routed away from this area to minimise conflict and maximise safety.

Residential Amenity

2.28. The surrounding network, in particular Lawrence Road, are predominantly residential and therefore will be affected by the proposed construction works on site. The CLP will therefore incorporate delivery curfews, restricting HGV movements to weekdays between 08:00 and 18:00, with no access on weekends and public holidays (unless specific permission is given). A designed Community Liaison Officer will be appointed to maintain open lines of communication with neighbours and respond promptly to any concerns raised.

Public relations

2.29. A Community Liaison Officer has been appointed to mitigate and resolve any issues and difficulties with locals. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours, and to minimise impacts from construction on our neighbours.

2.30. The contact details for this Officer is as follows: -

Principal Contractor: **David Churchward**

Contact Phone Number: **07729772635**

2.31. This CLP has prepared a strategy for preventing potential issues, however any difficulties encountered during construction will be reported/recorded in a log and resolved through the use of a dedicated construction telephone help line and a development construction website to set out status of the build to keep locals informed of progress. The helpline number will be incorporated on hoarding to facilitate contact when required and referenced in the newsletter as detailed below.

2.32. A regular flyer will be prepared to advise of current construction progress and to set out the works to follow over the coming months to ensure residents are kept informed of status. The flyer will also provide contact details for any issues to be raised with the build as it progresses to allow a review of practices if necessary to resolve. This flyer will be located on the site hoarding and notice board of the café opposite.

3. CONSTRUCTION PROGRAM AND METHODOLOGY

3.1. The works to which this CLP relates will commence on the 21st July 2026 and finish on the 30th of April 2027.

3.2. There will be various construction stages and details of these are provided utilising guidance provided by the TfL CLP tool.

3.3. The construction will be broken down into six stages with details of activities to be undertaken for each stage provided below. Whilst the site setup stage is not considered within this CLP, the phase is shown for completeness, as per the CLOCS guidance

3.4. The construction will be broken down into six stages with details of activities to be undertaken for each stage provided below:

1. Site setup;
    - Hoarding erection
    - Formation of vehicular & pedestrian accesses
    - Establishment of temporary services and basic welfare facilities

2. Basement excavation and piling;
    - Formation of pile mat
    - BOA works to sewers
    - Piling

3. Substructure;
    - Pile caps
    - Lift Pits
    - Groundwork Preliminaries
    - Drainage and utility connections

4. Super-structure;
    - RC frame to all cores, including beams and columns
    - MetSec structure and chipboard decking
    - Steel truss installation to form roof(s)
    - Pre-Cast concrete staircases

5. Cladding;
    - Scaffold erection
    - SFS wall structures, including insulation and membranes
    - Window & external doors installation
    - Brickwork

6. Fit-out, testing and commissioning.
    - Blockwork & Drylining to form internal walls
    - Standard residential fit out works (M&E fixes, joinery, kitchen, bathroom, tiling, decoration)
    - Self-storage fit out works (M&E fixes, Shop fit out, signage)
    - Lift installations

3.5. General site working hours will be as follows and will be written into all supply chain sub-contractor orders:-

- Monday – Friday - 08:00 to 18:00 hours

(No noisy works to be undertaken before 09:00)

- Saturday - 08:00 to 13:00 hours
- Sundays and Bank Holidays - No working to take place

3.6. Deviations from these hours (e.g. crane lifts or utility connections) will require prior consent form the local authority and advance notice to affected stakeholders.

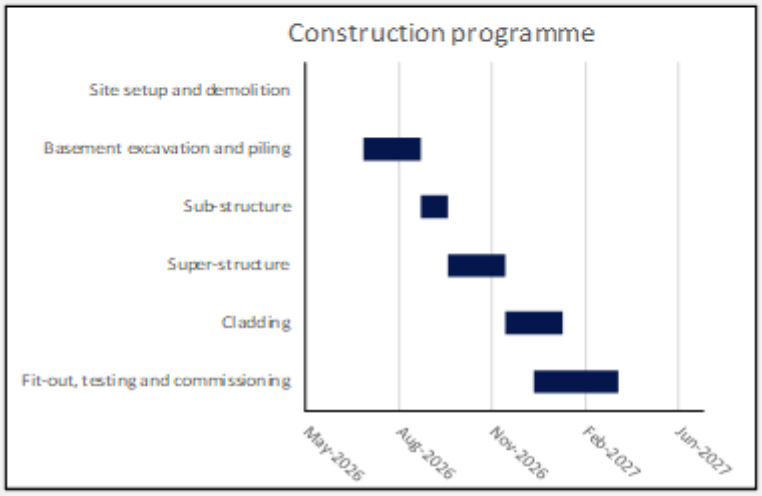
3.7. The profile of vehicle deliveries anticipated to serve the site on a typical day is reflected in the TfL CLP spreadsheet tool attached at **Appendix A**, and which has been completed utilising the above working hours to generate.

Figure 1 – Construction Program (Output from CLP tool)

CONSTRUCTION LOGISTICS PLANNING TOOL (OUTP Sheet 1 of 2

CONSTRUCTION PROGRAMME OVERVIE'

Construction phase	Start	End
Site setup and demolition	Jul-2026	Jul-2026
Basement excavation and piling	Jul-2026	Sep-2026
Sub-structure	Sep-2026	Oct-2026
Super-structure	Oct-2026	Dec-2026
Cladding	Dec-2026	Feb-2027
Fit-out, testing and commissioning	Jan-2027	Apr-2027



NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2026 - Q3 2026	0	0
Basement excavation and piling	Q3 2026 - Q3 2026	40	2
Sub-structure	Q3 2026 - Q4 2026	30	2
Super-structure	Q4 2026 - Q4 2026	20	1
Cladding	Q4 2026 - Q1 2027	30	2
Fit-out, testing and commissioning	Q1 2027 - Q2 2027	30	2
Peak period of construction	Q3 2026 - Q1 2027	40	2

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSE

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2026 - Q3 2026	40	2
Basement excavation and piling	Q3 2026 - Q3 2026	40	2
Sub-structure	Q3 2026 - Q4 2026	40	2
Super-structure	Q4 2026 - Q4 2026	40	2
Cladding	Q4 2026 - Q1 2027	40	2
Fit-out, testing and commissioning	Q1 2027 - Q2 2027	40	2

4. VEHICLE ROUTING AND ACCESS

4.1 This section of the CLP considers the routing of construction traffic to and from the site in the context of surrounding community considerations. The routing strategy adopts the principles designed to minimise impact locally, as discussed in the following paragraphs.

Regional Routing & Access

4.2 Construction vehicles will access the route from the north via the A10 (Great Cambridge Road) from the A406 / M25. They will remain on the A10 before turning on to West Green Road and then north on to Lawrence Road. Larger vehicles will route to the north when leaving the site, heading east from Philip Lane (B153) and north back onto the A10.

4.3 Vehicle routing and regional considerations are shown below.

Regional Plan